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## PREPARATION FOR PEAT TRANSPORT IN THE WINTER

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The 1948 plan for peat transport was successfully fulfilled, exploitation of traction and rolling stock was considerably improved, and the principal technical and economic indexes conformed to the plan.

The 1948 peat transport amounted to 107 percent of the plan and exceeded the 1947 figure 18.1 percent. Only the Sverdlovsk Peat Trust and Pal'tso Peat Enterprise failed to complete the plan for peat transport.

The following data indicates increased efficiency in the utilization of locomotives and freight cars.

	1947	1948
<u>Average</u> net weight of train in tons	81.0	101.0
Turnaround cycles of locomotives per day	4.45	4.45
Turnaround cycles of freight cars per day	1.16	1.25
Peat transported by one locomotive of the operating stock per day in tons	360.5	449.5
<u>Average</u> peat transported by one freight car	6.85	7.25

The increased weight of the train and the acceleration of the freight-car turnaround resulted in a saving in peat transport of nearly 260,000 locomotive-kilometers and 100,000 freight-car-days. This means that five fewer locomotives and 280 fewer freight cars were required for the volume of work completed in 1948 than were required for the same amount of work in 1947.

Some peat trusts do not devote proper attention to problems of locomotive and freight-car utilization. Failure to fulfill the established norms for the weight of trains can only be explained in this way.

The average weight of a train was 79.0 tons, as against a planned 91.0 tons in Leningrad Trust; 73.8 tons as against a planned 83.2 tons in Sverdlovsk Trust; 74.2 tons as against a planned 78.0 tons in Yaroslavl' Trust. Yaroslavl', Ivanovo, Chernomemskiy, and Leningrad Peat Trusts failed to fulfill the norm set for locomotive and freight-car turnaround.

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During the past winter of 1948-1949, the plan for peat transport was fulfilled each month and a continuous fuel supply was assured to electric power plants, a fact which testifies to the timely preparation of transport for the winter. However, there were serious defects in the course of preparation for the winter during the past year. Locomotives were poorly repaired at a number of depots. As a result, there were cases where the locomotives got out of order from a break in the axles or springs, and from damage to the injectors and steam superheaters.

During the first 3 months of 1949 there were more than 40 cases of leaks in the firetubes. Most of these were in enterprises of the Yaroslavl', Sverdlovsk, and Kalinin Peat Trusts. An inspection of the condition of the locomotive stocks in Chernoramskiy, Shatura, and Sitnikovskiy Transport Administrations disclosed that the majority of locomotives had leaky gaskets, domes, and valves; a shortage of tools in good working order and of signal devices; and also had defects in the manometers. In the Vargovskiy Transport Administration, locomotives with tires worn more than 7 millimeters are put into operation which is an infraction of the Operations Rules. These conditions apply no less to other transport establishments.

In the Sverdlovsk Peat Trust and the Chernoramskiy Transport Administration, 8-10 cars were uncoupled monthly because of hotboxes. The condition of the bodies of freight cars in the Leningrad, Yaroslavl', Kirov, and Sverdlovsk Peat Trusts is unsatisfactory as before. Komsomol transport has not become fully prepared to deal with snow. Although all necessary materials are on hand, brush snowplows have not been prepared.

In the first quarter of 1949, there were 130 derailments of rolling stock on the permanent tracks. This bears testimony to the unsatisfactory condition of present track maintenance.

In preparing for winter, it is extremely important to carry out summer repair work on railroad tracks to assure safe traffic. During 1949, 106 kilometers of narrow-gauge tracks and 6.8 kilometers of standard-gauge tracks must undergo capital repair; 509 kilometers of narrow-gauge tracks and 22 kilometers of standard-gauge tracks require medium repair. In addition, required running repairs amount to 1,418.3 kilometers for narrow-gauge and 56.1 kilometers for standard-gauge tracks.

A no less important task of railroad engineers is the construction of snow fences and preparing a program to deal with snow. The fact that the past winter had little snow has brought about a sharp curtailment in the manufacture of snow fences even though there is a shortage of them. Sverdlovsk and other trusts have provided in their 1949 plan for the preparation of poor and expensive protection for branch lines. Shatura Peat Transport may serve as an example in the fine preparation of snow fences not only for the coming winter but for the future. During 1949, railroad engineers of Shatura have planted a belt of trees. 5 kilometers long to serve as a snow fence. This type of snow fence should also be extensively adopted in other transport establishments.

Many transport workers make a big mistake in taking an interest only in narrow-gauge track transport and in making poor preparations for winter as far as standard-gauge sidings, transfer stations, and transfer mechanisms are concerned. This results in considerable excess idle time of freight cars of the Ministry of Transportation during loading operations.

In 1948, enterprises of Glavtorf (Main Administration of Peat) paid the railroads 1,784,000 rubles in fines for idle time of freight cars above the established norm. The greatest amount was paid by enterprises of Leningrad, Sverdlovsk, Yaroslavl', and Ivanovo Trusts.

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Glavtorfostroy (Main Administration of Peat Enterprise Construction) did not fulfill the plan for the construction of tracks during the past year, and work is proceeding unsatisfactorily during the current year. Gor'ktorfostroy (Gor'kiy Peat Enterprise Construction) has not completed even one of the three lines which were under construction during 1948. For this reason, transport of peat from Chisto-Bor Enterprise could not be carried out.

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